

Attachment 1
Sample List of Observations at UST Site

ATG not operating properly or in alarm status
Cathodic protection system inoperable/damaged
Electronic Line Leak Detector inoperable
Fill pipe damaged
Uncontained leak in piping sump
Uncontained leak under dispenser(s)
Mechanical Line Leak Detector missing or installed improperly
Mechanical Line Leak Detector return/vent line missing or disconnected
Previously unreported or unregistered tank in use at site
Overfill prevention disabled/damaged
Secondary containment compromised, invalidating interstitial monitoring (piping sump or dispenser)
Spill containment damaged or missing
Submersible pumps running continuously
Anode Wires Exposed – Wires leading to the anodes exposed to vehicle traffic
ATG probe wire cap(s) not sealed at riser pipe on tank
Accelerated Corrosion – Severe corrosion found on the metal components of the fueling system
Stick used for Daily Inventory Control in poor condition
Monitoring wells (if any) not properly placed or inadequate in number
Dispenser filters clogged or leaking
Dispenser hoses deteriorating
Dispenser hoses leaking
Dispenser sump contains liquid
Drive plate lid resting on part of the UST system (e.g., fill pipe, ATG Probe, submersible pump, etc.) and exposed to damage by vehicle traffic
Drive plate lid missing or damaged on one of the tank access ports (e.g., fill pipe, ATG probe, etc.)
Electronic Line Leak Detector (ELLD) in alarm

Abandoned Electronic Line Leak Detector (ELLD) – Part or all of an abandoned ELLD system still connected to the product delivery system
Fill Pipe Caps – Replacement needed to prevent surface water from entering tank
Impressed Current System – The rectifier box appears not to be functioning properly
Leak in piping sump – in containment
Leak in or under dispenser – in containment
Flex Connectors – Metal flex connector(s) under dispenser in direct contact with soil
Metal fuel piping under dispenser in direct contact with soil
Submersible pump (w/metal pipe connections) above tank in direct contact with soil
Monitoring well cap(s) not tight
Tank access port open to environment
Overfill alarm placement inadequate or ineffective
Overfill prevention device inoperable
Ball float vent valves exist in tanks being pressure filled by petroleum transport
Pavement settling above tank field
Piping sump contains liquid
Piping improperly installed at piping sump
Piping improperly installed at dispenser
Pressurized delivery system without emergency shutoff valves at dispenser
Damaged product piping at piping sump
Damaged product piping at dispenser
All tank access ports (i.e., riser pipes) not tight at location with remote fill
Unable to confirm the existence of only one check valve under the dispenser for the fuel delivery system (safe suction)
Secondary Containment with Inoperable Sump Sensor – Sump sensor(s) appear to be inoperable (piping sump or dispenser)
Secondary Containment Inadequate – Secondary containment sump(s) not sealed tight, allowing liquid in/out of containment system (piping sump or dispenser)
Improper Sensor Placement – Sump sensor(s) not in correct installation position (piping sump or dispenser)
Shear valve disabled
Shear valve anchored improperly

Spill containment device needs cleaning
Electronic interstitial monitor indicates problem
Tank Interstitial probe cap not sealed tight
Tank(s) appear to be no longer in use
Test Boot on Double Wall Piping – Boot(s) still in test position (piping sump or dispenser)
Vacuum gauge appears to be inoperable
Vent line not constructed of an approved material
Vent line subject to physical damage
Vent line not installed according to NFPA 30